

Uplift & Erosion

National Park Service
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February 2002

The newsletter of the Grand Canyon National Park Project Management Team

North Rim exposed frame cabins

An issue the National Park Service has been quietly working on for nearly 20 years - what to do with the exposed frame cabins - has been resolved. The exposed frame cabins near the historic North Rim Inn and campground will be rehabilitated.

The cabins, known as the “exposed frame” cabins because the framing is on the outside of the structure, were built in the early 1930’s when visitors in automobiles began arriving on the North Rim. Prior to that time, most visitors took the Union Pacific train and bus service to see the North Rim and stayed in the Grand Canyon Lodge log cabins near the canyon rim.

The exposed frame cabins offered a lower cost alternative to the auto visitor. They had no heat or plumbing but there was a central shower house. It is unclear how long they

served visitors, but by the early 1980’s the cabins were housing summer concessioner employees and had fallen into a state of disrepair.

The cabins were included in the North Rim Inn Historic District, listed on the National Register of Historic Places in 1983.

By the late 1980’s, concessioner employee dormitories had been built and the exposed frame cabins were vacant. The National Park Service began looking at different options regarding what to do with the now abandoned and dilapidated exposed frame

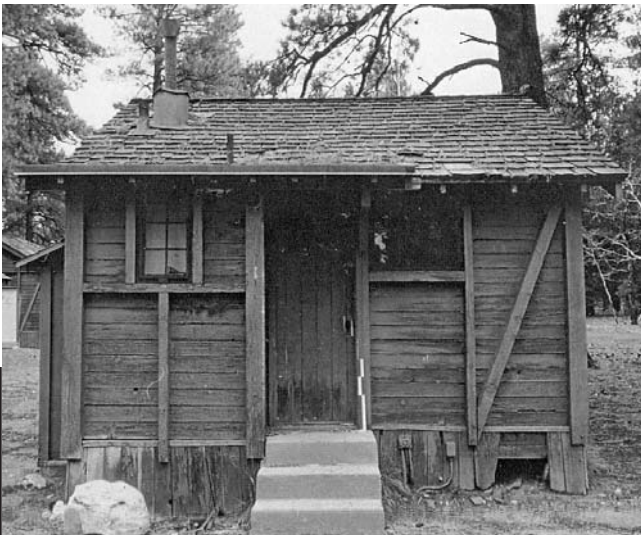
cabins. It was about this time (1991) when the National Park Service started work on the Grand Canyon General Management Plan (GMP), and a decision was made to fold any plans for the cabins into the parkwide management plan. At com-

There’s a new team in town . . .

In November 2001, there was a minor realignment of functions in Grand Canyon park staff. Gone is the General Management Plan (GMP) Implementation Team (I-Team). There is a new entity on board called the Project Management Team. Effectively it is the I-Team plus.

The I-Team was formed in 1995 and since then Grand Canyon has been the beneficiary of many new funding tools. The strict focus on implementing the vision of the GMP — restructuring the way people visit Grand Canyon — has been diluted by the need to help with other things, like bringing basic infrastructure up to standard. The I-Team began doing a variety of operational projects not mentioned in the GMP, necessary but too routine to be part of the vision. At the same time, the engineering office in the park was busy with infrastructure improvement projects. Rather than have two separate offices doing very similar things, both were combined into one to make project work more efficient and consistent.

So, as a result of the realignment, the staff of the Project Management Team is the former I-Team staff plus Mark Johnston,



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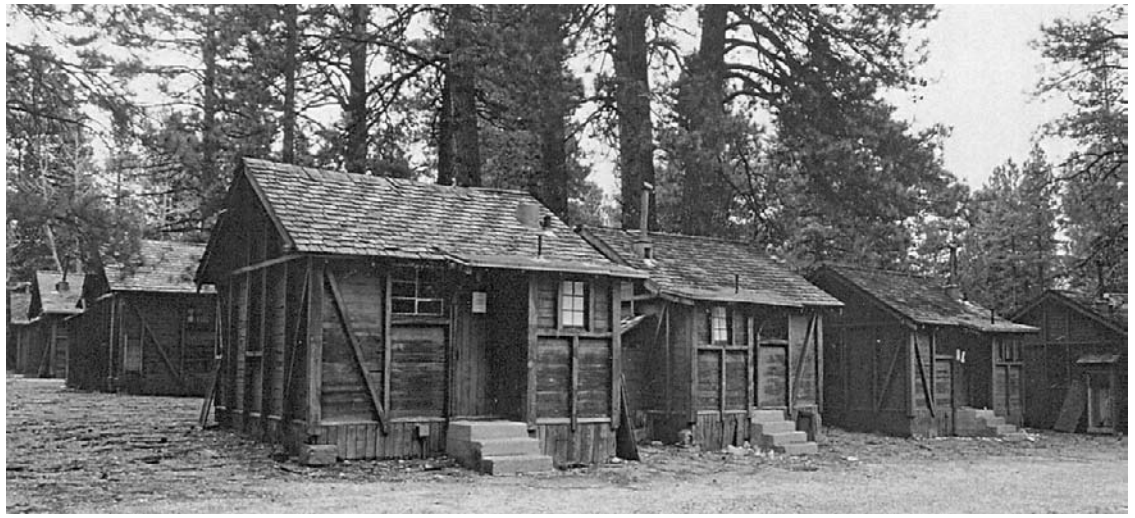
North Rim continued..

pletion in 1995, the GMP proposed no new hotels or restaurants for the North Rim. The exposed frame cabins were still vacant and, rather than specify a use for them, the plan suggested demolition. A representative sample would be kept and rehabilitated.

Throughout all these years, there has been a running dialog between the several park Superintendents and Arizona State Historic Preservation Officers about the disposition of these cabins. At long last, there is a plan and, just as important, funding to carry the plan through.

The exposed frame cabins, built during the Great Depression, poorly maintained, and slated for demolition, will be rehabilitated to provide housing for summer fire crews and to support a summer internship program sponsored by the Grand Canyon National Park Foundation.

There has been great emphasis in the federal

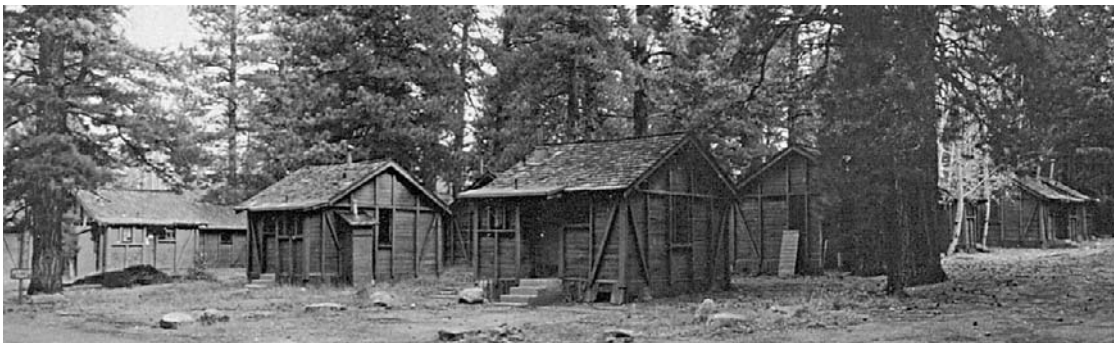


land management agencies in recent years on fire fighting - the North Rim is an important priority in that regard for Grand Canyon. Additional housing for summer fire crews is an important component in allowing the park to have the personnel needed to meet our fire goals. The Foundation's internship program will provide a much-needed supplement to the work of the park's Science Center on the North Rim.

Work on the exposed frame cabins is under a design/build contract to Pacific General Incorporated. They are in the early stages of design right now. Funding is coming from the fire

program. Environmental compliance documents will be released to the public in the near future. Work on the cabins could be underway soon.

By Brad Traver



GRAND CANYON LNG/LCNG FUELING STATION. The first natural gas fueling station in a National Park Service area was completed this January, providing LNG (liquefied natural gas) and CNG (compressed natural gas) to park shuttle buses, park fleet sedans, vans, dump trucks, and US Forest Service vehicles. The station will also provide "pipeline" gas to the new South Rim maintenance facility. NorthStar, of Evanston, Wyoming, completed the station on time and within budget.



Construction Underway for the South Rim Maintenance and Warehouse Facility

Significant progress has occurred since last April (2001), when the design/build contract for the National Park Service South Rim Maintenance and Warehouse Facility was awarded to Beneco Enterprises. Beneco has taken an aggressive approach to the civil engineering portion of the design, allowing for an early construction start on site clearing, earthwork, and utilities installation, while continuing the design of the buildings.

Last summer, park revegetation crews completed vegetation salvage efforts within the construction zone. Salvaged plants will be replanted in designated landscape areas within the Maintenance / Warehouse facility, and within portions of the utility corridor. Construction began in September 2001 with site clearing in the utility corridor and facility areas. Felled trees will be used in the park by the trail maintenance crew and for mulching of revegetated areas. If feasible, cut trees removed from the site may be incorporated into the architectural façade of the new Maintenance/Warehouse buildings.

Utility corridor construction began in October

and consists of new lines for sewer, potable and reclaimed water, and cabling for fiberoptics and telephone. Code driven requirements for spacing between each utility dictated some of the parameters for corridor width, as did space requirements for machinery needed to trench through rock. The utilities will serve not only the new Maintenance and Warehouse Facility, but also the existing helibase, wildland fire and bus maintenance facilities, as well as future Visitor Transit System operations and maintenance. Quick couplers are also being added at regular intervals along the corridor to facilitate watering for future revegetation efforts.

A 65% completion submittal of construction documents for the remainder of the project (shops and administration offices, warehouse, vehicle maintenance, and enclosed vehicle storage), was reviewed with the park staff during the first week of November. Design and construction documents will be 100% complete by early April 2002, with construction completion scheduled for May 2003.

By Victoria Stinson, Denver Service Center, NPS

Something to think about...

When one door closes, another opens; but we often look so long and so regretfully upon the closed door that we do not see the one which has opened for us. Alexander Graham Bell

I may not have gone where I intended to go, but I think I have ended up where I intended to be. Douglas Adams

Pipe Creek Vista Bus Stop

The current greenway trail construction will extend the trail east of Mather Point to the most western of the first two overlooks on Desert View Drive, between South Entrance Road and the Yaki Point Road. Once this section of the Greenway is completed, we anticipate connecting it with the shuttle bus system.

We plan to install a new shuttle stop, named PIPE CREEK VISTA, between the two overlook parking areas. Although the area is an excellent site for viewing the South Kaibab Trail, another stop with that name would cause confusion. Various names were discussed, but the Pipe Creek

drainage will be one of the most significant features seen from the new stop.

According to author Donald Hughes and author and former park botanist Nancy Brian, Pipe Creek was named as a result of a practical joke played by Ralph Cameron in 1894. Having found an old pipe, he scratched a year which was 100 years' previous on the pipe, and placed it on the Tonto Trail near the drainage where it could be found by hiking companions. Speculation about who could have passed that way in the 1700's must have made for great jabs after the truth became known.

By Jim Tuck

New Team continued..

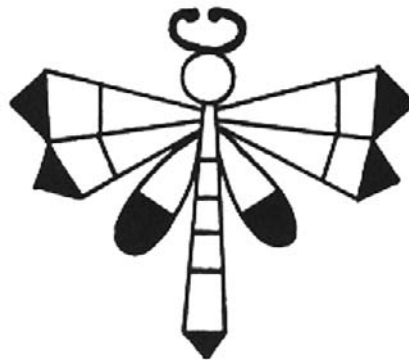
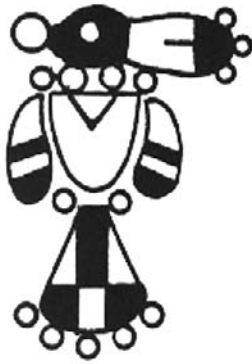
civil engineer, and Tim Fields, civil engineering technician. The position of historical architect will be filled soon. The entire roster is listed below. We will retain the lead and keep a high priority on GMP implementation efforts like the transit system and the Heritage Education Campus, but we'll be managing the rehabilitation of buildings and basic infrastructure, too.

- ⌚ Brad Traver - Team Manager
- ⌚ Jan Hutchinson - Secretary
- ⌚ Shelley Mettlach - Fee Demo Program Manager
- ⌚ Debbie Lutch - Environmental Protection Specialist
- ⌚ Michael Terzich - Foundation Project Manager
- ⌚ Jim Tuck - Transportation Director
- ⌚ Mark Johnston - Civil Engineer
- ⌚ Tim Fields - Engineer Technician
- ⌚ Gigi Wright - Technical Writer

Positions currently vacant,
to be hired this year:

- ⌚ Historical Architect
- ⌚ Project Manager (2 positions)
- ⌚ Cultural Resource Specialist

by Brad Traver



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